

HUDSON SUPER-SIX MAKES PELE HILL ON HIGH GEAR; NEW RECORD FOR CAR

Bob Barrett Drives S. S. Paxson's Car Up Difficult Grade While Large Crowd Doubts His Ability to Do So—Performance First of Kind in Honolulu—If You Want a Nice Ride, Take Your Bus and Try to Make Pele Street on the High

For the first time in the history of automobile racing in Hawaii, a motor car has climbed the Pele street hill on high gear. This feat was accomplished on Tuesday afternoon when Bob Barrett, manager of the Hudson Company of California, drove S. S. Paxson's Hudson Super-Six up the grade on high speed.

Hundreds have tried to make this hill climb, and many cars have been unable to make the difficult grade on second, so when Bob Barrett said that he could make this grade on high gear in a stock car, his friends laughed at him, and even the automobile experts at the Schuman Carriage Company, although satisfied that the Hudson was a real car, were in doubt as to the performance.

A Stock Car
"I'll take a Hudson Super-Six out of stock and make that hill on high or I'll buy a new hat," said Barrett to S. S. Paxson, J. K. McAlpine and a few others. Paxson consented to allow Barrett to take his own machine, and without any adjustment Barrett started for the Pele street hill, which has a bigger grade than the Howard or California street hills in San Francisco.

A large crowd gathered to watch the hill climb, and there were many sceptics in the party. One machine managed to make the hill on low gear, while another tried it on second, and failed. It was the opinion of many automobile men that even the Hudson Super-Six wouldn't be able to make it. **25 Per Cent Grade**

Barrett started from a standing start at Lusitania street, and ran to Magellan, which is a 10.7 per cent

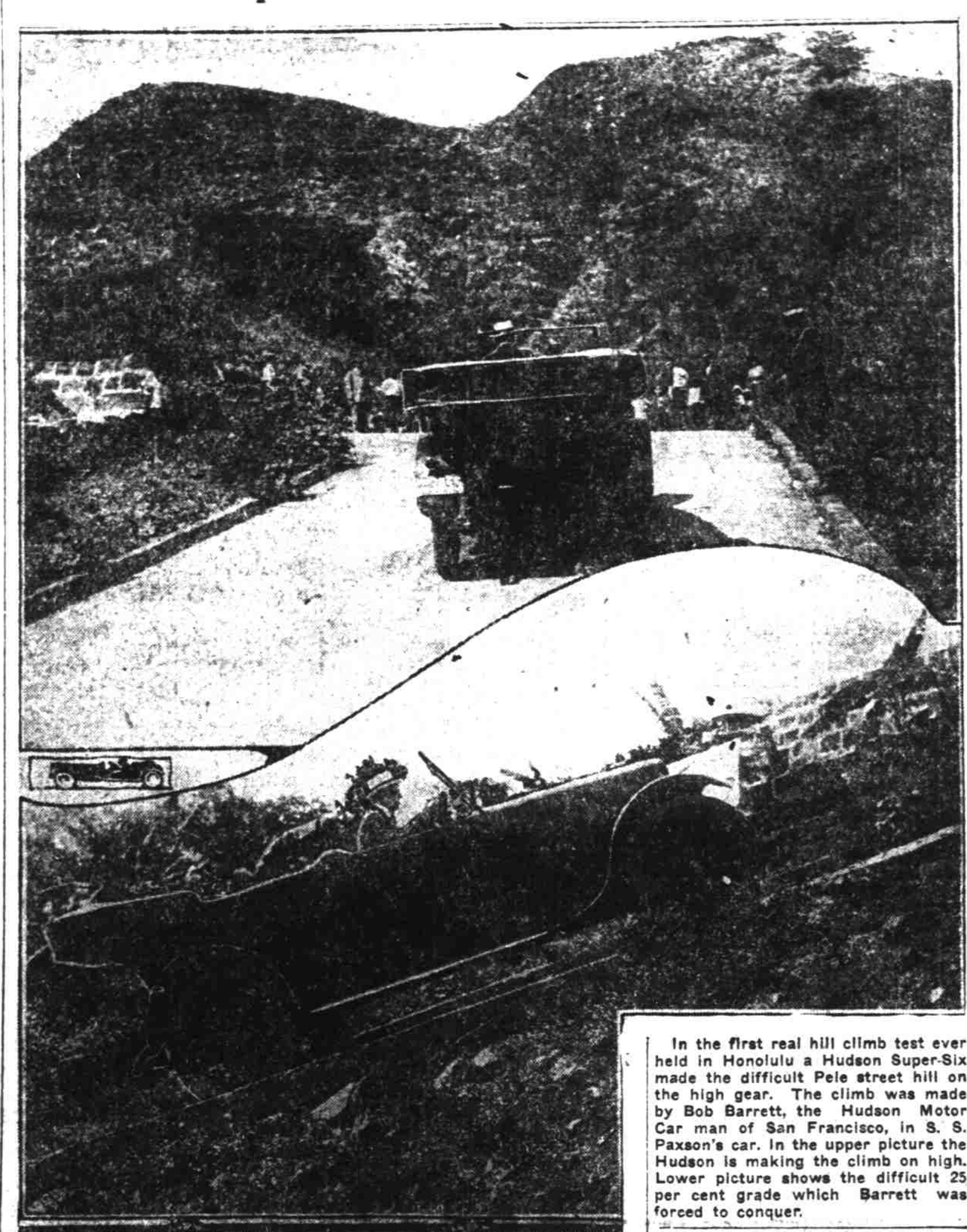
grade. He continued on up the hill to Iolani street, a grade of 23.8 per cent and then on to Prospect, which has a grade of 19 and 25 per cent. As the car speeded up the last hard climb, the crowd watching were certain that the Hudson would fail, but Barrett shot along to the top and turned his car around on Prospect street, while the crowd gave him a big hand.

The grades as given by the Schuman Carriage Company correspond with those given out by the Board of Public Works. Barrett was very much pleased with the showing of the stock car, and said that any Super-Six would do the same.

New Record
The record set by the Hudson is one which will stand for some time, according to Barrett, as he believes that for hill climbing there is nothing to it but the car which made the trip. S. S. Paxson, who owns the car, was very much pleased at the performance, and is contemplating making a party up for another hill climb.

Following his demonstration, Barrett backed the car down the 25 per cent grade, and stopped on a collection of sprinkled sand. This was another accomplishment which was voted a real feat by the onlookers. When the crowd made the descent, there was a number of them who said that they would not want to take a chance at such a climb. It was a real demonstration and promises to establish a new era in automobile tests in Honolulu. If you want a whirl at it, just take your car up to Pele street and make the hill on the high, then you will appreciate what Barrett accomplished.

Hudson Super-Six Seis Hill Climb Record



In the first real hill climb test ever held in Honolulu a Hudson Super-Six made the difficult Pele street hill on the high gear. The climb was made by Bob Barrett, the Hudson Motor Car man of San Francisco, in S. S. Paxson's car. In the upper picture the Hudson is making the climb on high. Lower picture shows the difficult 25 per cent grade which Barrett was forced to conquer.

MOTOR CAR PAINLESSLY PUT TO DEATH WHEN USEFUL DAYS ENDED

When old age overtakes a motor car it is humanely put to death. The engine is killed and workmen with sledge hammers and wrenches work of it. Within an hour what was once a mechanical triumph—the apple of some owner's eye—is dissolved into its numerous component parts and scrapped.

A car that is feeble with age, even though it is still capable of running, is more valuable as junk than it is as a conveyance. The raw material in it is worth more than the completed whole. One firm in Kansas City breaks up a half million dollars' worth of cars a year, figuring their value at the original selling price. Many of the cars that go into the junk heap are in fairly good running condition and frequently they make their last run on their own power into the yard to meet their doom.

As junk the average old car is worth from \$65 to \$180 to the dealer. Subtract his profit and the market price of old cars is found. The older the car the more valuable it is, because the manufacturers several years ago were putting better material into their cars than they are today. Aluminum is the metal that gives the value to the junk car, and the war is responsible.

In the making of munitions aluminum is needed, and the supply is too small. The average car contains 150 pounds of this precious war metal, which is worth more whizzing in a shell than wheezing on a boulevard. Many of the parts from old cars are capable of being used again in repairing other machines.

deed.—Des Moines Register and Tribune.

"We think Cole plan and other similar inducements will be of material assistance to the government in floating Liberty Loan bonds."—Brooklyn Daily Eagle.

"The patriotic announcement offering to negotiate Liberty Bonds at 102 is a splendid editorial and appeals strongly to every patriotic citizen."—E. W. Kellogg, publisher of the San Francisco Call.

If you have failed or done the wrong thing—no matter what that thing is, or how bad it is—the best and only way to atone for that thing is to do the very next thing right.

+ AUTO OWNERS, PREPARE:
+ WAR TAX HITS YOU

+ WASHINGTON, D. C., June 1.—A war license tax schedule on motor vehicles to raise \$11,000,000 in revenue, to be paid by owners of cars not used exclusively for business purposes, was agreed upon today by the senate finance committee. The rates are: Motorcycles, \$2.50; automobiles costing up to \$500, \$7.50; costing between \$500 and \$1000, \$10; costing between \$1000 and \$2000, \$15; costing between \$2000 and \$3000, \$20; and costing over \$3000, \$25.

'Peg of the Movies' Wins Auto Race and Husband, Too

Actress Popular in Honolulu Has Romance All Her Own via Auto Route

"Peg of the Movies," the cow-girl of the screen, who visited Honolulu last autumn, has been lassoed and led off the range to a more restricted existence. She is now Mrs. Herbert D. Betts of Wilmington, Delaware.

The story of how "Peg" finally changed her name after countless attractive offers made all over the United States is told in a New York paper. It was through the medium of an automobile race that Betts first met Miss Eleanor Blevins. Peg's real maiden name, and the small of the gas consumed—one of those old tricks of love at first sight.

When Miss Blevins was in Honolulu she took to the surfboard as though it were a western pony and soon was a popular visitor on the beach. She had a winning personality and a spontaneous smile.

Miss Blevins also nearly lost her heart in Honolulu, but not to a mere man. It was the country, the climate and customs that captivated her. She promised to come back this year in a stock company. Whether she will now as a wealthy auto dealer's wife remains to be seen.

The story in part of Miss Blevins' capture is this: "When Herbert D. Betts lost a \$1000 wager to a charming young motion-picture actress little did he realize that luck would soon turn in his favor. For, despite the fact he lost the \$1000, he succeeded in winning the winner."

"The actress was Miss Eleanor Blevins, formerly a star with a large film company. She was known as 'Peg of the Movies.' The young couple were married at the home of Mr. Betts' father. The bridegroom is a prominent automobile man of Wilmington, Delaware, but is also well known in Philadelphia.

"The romance began early in December when the young woman, who is an enthusiastic motorist, won the

road race from Washington to New York. On the way, however, there was a breakdown near Newark, Delaware, and the former Miss Blevins' mechanic, a man prominent in New York society, telephoned his friend Betts for assistance. Betts motored out from Wilmington with the necessary parts for repairing the machine and literally met his fate.

"After the repairs had been made and Miss Blevins was about to speed on her way, the rescuer proposed a bet of \$1000 that she would not win the race. The bet was immediately accepted. Upon winning the race Miss Blevins received a check for \$1000, accompanied with a long letter of congratulation.

"From that time on both the winner and the loser saw much of each other, but Betts soon decided to get out of the losing class. He proposed to Miss Blevins and was accepted. "The bride was born in Lincoln, Nebraska, but until recently has been living in Los Angeles, California. Besides gaining prominence as a motion picture actress, she was known in that city both for her beauty and skill in athletics. During her last week or so she has been staying at the Ritz-Carlton with her chaperon, Mrs. Robert Deming of Cleveland, Ohio, and Honolulu."

While in Honolulu Miss Blevins told the Star-Bulletin an interesting story of how she went into the movies by a mere chance while away from college for a few weeks. She was snapped up because she knew how to ride a horse and drive a car and would go any place or do anything with either. She also told that her wealthy father had disowned her following this move but was gradually being won back through her actions in the pictures he could not resist seeing.

Schuman Carriage Company have a few American flags which may be placed on the radiator of a car. The flags are going fast, and those who wish to carry the banner are requested to secure their colors at once as the supply is limited.

Cole Liberty Loan Plan Wins Sweeping Approval

Commander W. Pitts Scott Purchases First Cole Car Under Liberty Loan Plan

According to incomplete reports from Cole dealers throughout the country, Commander W. Pitts Scott, a navy officer in Washington, D. C., was the first buyer of a Cole car under the much talked about Cole Liberty Loan plan.

Commander Scott was in the market for an automobile and on Wednesday, May 23, his attention was called to the unusual offer of the company whereby Liberty Loan Bonds would be taken in part or full payment for Cole cars at the rate of \$102 for each \$100 bond. He then lost no time in arranging with the Henderson-Rowe agency of that city for the purchase of a car under those conditions.

As soon as the announcement of the plan was made at the factory, competition became keen among the dealers throughout the country for the honor of making the first sale and telegrams, claiming that distinction, began pouring into the factory in unusual numbers. So far as known up to this time, however, the Washington sale was the first to be actually recorded.

Reports have also been received from newspapermen and politicians

to the effect that the plan, caused more discussion in the capital city than probably any other motor car announcement within recent years, with the possible exception of the automobile tax legislation. A representative of the Cole Company, who was in Washington on the day the announcement was made, found men discussing it in every department that he visited, including the treasury department, senate committee rooms, presidential secretary's office, federal publicity bureau, war preparedness board offices, in the House and at the National Press Club.

Inasmuch as the quick distribution of the Liberty Loan Bonds is a most vital question in federal circles, the Cole Liberty Loan plan, in that connection, was the topic of the hour.

Unqualified endorsement of the plan from prominent banks and influential newspapers continue to reach the factory in large numbers.

The following telegrams and editorial notices represent the tone of practically all of the comments which have reached the company's offices: "As national bankers we heartily endorse your plan to negotiate Liberty bonds at 102. If all automobile manufacturers and big business in general would adopt this plan, it would not only mean much to the sale of Liberty bonds, but a great stimulant to business in general."—wired the Central National Bank of Columbus, Ohio.

Charles R. Brenton, president of the Citizens' National Bank of Des Moines, Iowa, telegraphed that he "hoped more manufacturers will get behind the bonds in the same way. It will help make the bond sales a success."

"Please convey to Mr. Cole the grateful appreciation of the San Francisco banking fraternity on this splendid patriotic announcement," wired John Clausen, vice president of the Crocker National Bank of San Francisco.

A few of the comments from many newspapers were:

"We congratulate the Cole Motor Car Company on its foresight in being the first to place a premium on Liberty bonds."—The Denver Post.

"Cole Motor Car Company typifies American patriotism as well as American business sagacity in their announcement to accept Liberty Loan Bonds in payment for Cole motor cars. The Detroit Journal congratulates the company."—The Detroit Journal.

"We commend the timeliness of such an offer and feel that the originator of the plan should be congratulated."—Detroit News.

"Congratulations on Cole Liberty Loan plan. It shows the real American spirit and should help wonderfully in promoting interest in the sale of the bonds."—Springfield Daily News.

"Anybody who assists in the sale of Liberty Bonds does a patriotic

MR. PESSIMIST, GET UNDER THE SEAT; OUR UNCLE SAM WILL BE ON THE JOB

J. K. McAlpine Has Another Article on Better Business: Prosperity in the Air

+ J. K. McAlpine, sales manager of the Schuman Carriage Company, has received a number of compliments on his articles which have been published in the Star-Bulletin, and many readers of these columns have commented favorably on the material. McAlpine is a real optimist, and is a booster for better business at all times. In these articles McAlpine refrains from boosting the Ford, the Hudson, or any other car. His message is along lines of progress, and these articles will be continued each week.

By J. K. McALPINE

Nothing will make so much for real prosperity in this country as the belief in prosperity. If you, Mr. Honolulu Businessman, and every other person in the territory will talk prosperity, and think prosperity, now, we all will do the biggest business in our history during the coming year.

It is the opinion among many of the leading business experts of the United States that this country of ours has yet to traverse the most prosperous period in its history.

The following authentic statements go to show, in a measure, just what prosperity is in store for us as a nation in the months which are just ahead:

The Russian provisional government has decided to place a contract in the United States for 40,000 railway cars and 2000 locomotives.

Since the first of March the U. S. government has ordered approximately 2,000,000 pairs of army shoes.

The Baltimore Dry Dock and Shipbuilding company will erect a three million dollar addition to its plant.

The Chicago, Milwaukee and St. Paul railroad shops are working under pressure to get out a 1,000 freight car order.

The Southern Pacific company has just placed an order for 11 additional locomotives at \$50,000 each.

The American Woolen company has just received an order from Uncle Sam for 25,000 blankets.

A big gain in the earnings of the American Telephone and Telegraph company reflects the extraordinary business activity throughout the United States.

Cotton duck goods manufacturers are unable to fill orders. The mills have more contracts than they can turn out.

American steel foundries in 1917 will have bigger earnings than ever before in its history.

Increase in wages for Pennsylvania coal miners will amount to \$30,000,000 a year.

Large producers of summer clothes who sell the bulk of their production to the big suit manufacturers, are being compelled to refuse orders for thousands of pieces. Oversold conditions are very apparent.

The American Woolen management has again increased wages, this time a 5 per cent advance to 30,000 employees making an addition to the payroll of \$1,500,000 annually.

Manufacturers of novelty silk pieces goods have booked up all the orders they can fill and decline further business.

The government will erect two large warehouses at New York, the cost of which will be nearly \$2,000,000.

If this doesn't look like prosperity what would you call it?

GOOD MARKET IN NEW ZEALAND FOR AMERICAN MOTOR CARS OF QUALITY

(By Consul General Alfred A. Winlow, Auckland, April 4.)

The sale of motor cars, trucks, etc., in New Zealand has practically doubled during the past two years, and the 1917 outlook is promising, for there is plenty of money in the country, and a large increased number of machines is being made use of by the farmers and stock raisers in the Dominion. They are useful and economical, for they save much time, and time now means money to these people.

The increased imports of automobiles during the past three years by number and factory value are shown in statistics which include bodies and chassis separately for 1914 and 1915 and jointly for 1916; but these give a very poor idea of the real cost to the consumer in this country, since one American five-passenger touring car sells at port of arrival for \$875; another five-passenger car of 35 horsepower at \$1,640; a five-passenger eight-cylinder car at \$1,605, a six-cylinder car at \$2,116; a five-passenger eight-cylinder car at \$3,771; and so on through the list.

Large Increase in American Business
American manufacturers have greatly increased their business here, while motor car imports from the United Kingdom have fallen off about 75 per cent, and those of Canada have increased.

During 1916 there were 3,191 motor-

cycles imported in New Zealand, with splendid prospects for 1917.

Practically all the motor cars have been of the internal-combustion type, but electric cars for use in the more important centers should find a fair opening here, since the cost of benzine, gasoline, etc., is very high, and electricity comparatively reasonable.

At Christchurch current for power purposes sells at 1 to 2 cents per unit, while at Auckland it ranges from 2 to 2 1/2 cents per unit. It would seem worth while to make an effort to open up this business for electric automobiles.

Field for Trucks and Delivery Wagons
There should be a fairly good field here for motor trucks and motor delivery wagons. A few are in use now, but there ought to be room for many more.

Motor vehicles for road traffic, including motor cars and motor carriages, pay a duty of 10 per cent from the United Kingdom and possessions, and 20 per cent from all other countries; also a special war tax of 1 per cent which is collected on all imports.

(A list of motor car dealers in the more important centers of New Zealand may be obtained from the Bureau of Foreign and Domestic Commerce, its district or cooperative offices. Refer to File No. 87-745. An article on the motor car trade in New Zealand was published in Commerce Reports for May 1, 1916.)

FREIGHT PROBLEMS WILL BE SOLVED BY BIG MOTOR TRUCK

Government experts surely will go over every haunting problem relating directly or indirectly to the big issues now facing this country, but the world, and only the most economical solution will be adopted, in the opinion of C. R. Norton, general sales manager of the Packard Motor Car company.

"The outcome of the present struggle depends in a large measure on the available supply of food," says Mr. Norton. "Two important factors enter into this problem: first, production; second, distribution."

"Now let us see what part the horse plays in the pressing scheme of life. He consumes a large part of the food he helps produce; then delays the transportation of a great part of what remains and which is so sorely needed. One horse consumes in a year the product of five acres. The 25,000,000 horses in the United States would require a single farm of the size of Iowa, Indiana, Illinois and Ohio combined. The acreage would support 375,000,000 persons.

"The horse is not as strong as he looks. He's an optical delusion. In the last ten years his cost has increased 143 per cent, but he is no stronger than he was thirty or 3,000 years ago. Thousands of teamsters are required for even haphazard performances in teaming. An army of men is required to clean the streets. Millions of dollars are spent for this purpose in a year.

"The avalanche of orders already waiting to be placed with manufacturers for the equipment of our army means a terrific strain on our present system of distribution. The motor truck is the solution."

Overnight bags for women's use are shown in small kit bag shape, in calf skin and in crepe leather. The bags are prettily lined and are fitted with a few toilet articles. A still newer bag is twelve inches deep by 10 inches wide, in automobile leather, with gilt

SETTING OF CARBURETORS TO LOWER GRADE OF GAS IS DIFFICULT PROBLEM

One of the most perplexing problems of the garage men and the car owner is the setting of carburetors of the older models which were designed for a better grade of fuel than we are getting now; that is setting them to meet all conditions. Of course where the instrument is of too ancient a model, it is best to get a new type, but where the instrument is in good condition, by jacking the intake manifold with hot exhaust gas, very successful results are obtained. The method of doing this is to take a pipe of some kind and slip over the intake manifold—not necessarily over the whole length as one-half or three-quarters will do. It is best at the vertical part. Or where it is impossible to slip on a pipe, take sheet iron and have a pipe made. Where the intake manifold is of cast iron, it can be welded gas tight at the ends, but where it is of brass or aluminum, it can be made gas tight by reaming the ends together, then taking babbitt and pouring it into the pipe and letting it run down into the ends, thus filling up the holes—the babbitt being poured into the holes intended for the inlet and outlet of the gas. Then a three-quarter pipe is tapped into the exhaust manifold and connected to the inlet of the manifold sleeve and out again at the other end, and may be tapped back into the exhaust pipe or a separate muffler, or else undesirable noise will be had. This will not only give smoother running at all speeds and eliminate back firing into the carburetor, but will also increase the mileage from 10 to 30 per cent. I find that the proper evaporation of the gasoline by heating the manifold this way offsets its drawback by decreasing the volumetric efficiency, so that even more power is derived than before.—Hugo Rosenmaier in Motor Age.

ARMORED CAR AID TO RECRUITING



No small part of the success in Marine Corps recruiting in New York City was due to the presence there of a King armored car, shown above, in charge of a specially detailed crew from the League Island Navy Yard. Captain F. E. Evans, head of the Marine Corps recruiting headquarters in New York city, superintended the quick dashes of this businesslike looking war machine about the city and the special recruiting work done at the show room of the King Car Corporation in New York. The car, equipped for war with a Benet rapid fire gun in a revolving turret, was driven over the roads from Philadelphia. The chassis of the car is manufactured by the King Motor Car Company of Detroit, and the armored body, the design of Captain W. A. Ross, is manufactured by the Armored Motor Car Company of Detroit.